



Inspector's Daily Report

IDR Sheet	1	of	1	Sheets	Final Record Book	Page			
Contract	C-7852			Day	Wednesday		Date	August 11, 2010	

DIARY - Including but not limited to: a report of the day's operations, time log (if applicable), orders given and received, discussions with contractor, and any applicable statements for the monthly estimate.

8:00 am to 9:00 am

I arrived on-site around 8:00 am and met with Brad Schut around Jenkins Knob. Drilling for the pre-split was being performed at approximate station LW 1338+00 to 1339+40 for tonight's blast (8/10) and drilling was also being performed for the pre-split at approximate station LW 1316+00 to 1318+00 scheduled for tomorrow (8/11). Brad stated that Pacific Blasting was going to scale the "hazard rocks" located upslope of the cut line at approximate station LW 1335+00 (Figure 1) and the existing highway cut at Jenkins Knob to remove any large, loose blocks that may damage the MRB or fail into the highway. Brad also informed me that Charley Murphy's crew from Western States is going to perform the scaling and dressing required at Jenkins Knob (~LW 1336+70 to 1338+00) as shown in previous IDR's (7/13, 7/22 and 8/4) (Figure 2). According to Brad, KLB is stating that our Standard Specifications under Roadway Excavation and Embankment - Rock Cuts (2-03.3(2)) the scaling and dressing does not require an experience submittal. It is our opinion, Pacific Blasting is better qualified to perform this type of scaling, since they have experienced high scalers on site.

Brad indicated that there was not much geotechnical assistance needed today so I drove to the Hyak office to work on the IDR for 8/10/2010.

9:00 am to 12:00 pm

Worked on IDR for 8/10/2010 and sent to the office for review.

12:00 pm to 2:30 pm

Marc Fish and Sam Johnston from the Geotechnical Division met me at the Hyak office around 12:00 pm and we drove to the site to go over the work that had been performed during the week.

Sam and I left the site around 2:30 pm.

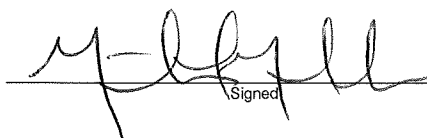

Signed



Figure 1. A photograph of the "hazard rocks" located upslope of the cutline at approximate station LW 1335+00.

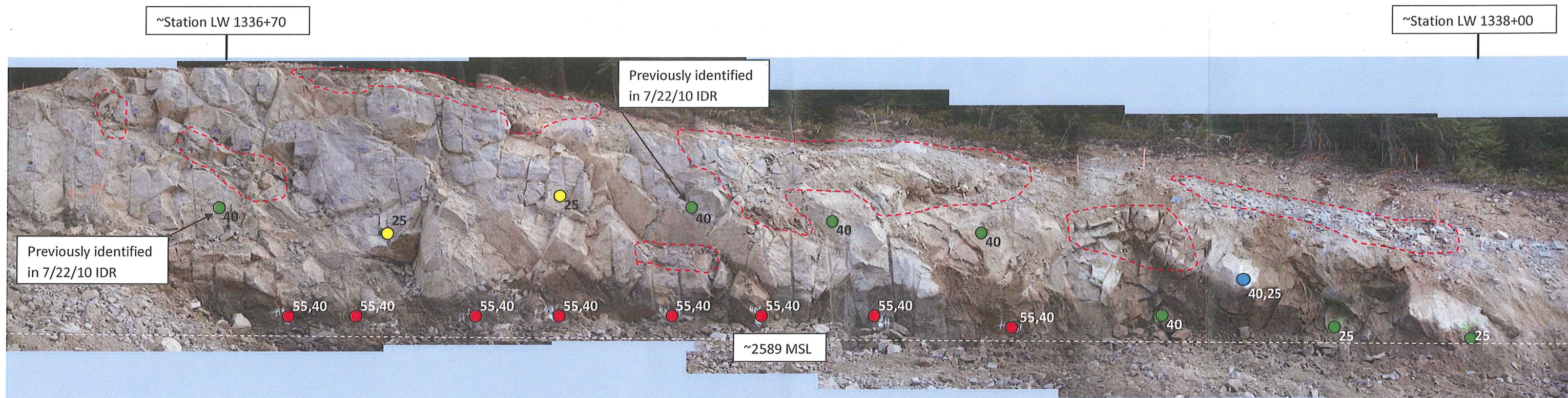


Figure 2. A photograph showing Lift 2 inspection from approximate station LW 1336+70 to 1338+00 to approximately 2589 MSL. Note the scaling and dressing locations that will be performed by Western States.

- 40 – Type L Pattern Dowels (Minimum Length in Feet)
- 25 – Type L Spot Dowels (Minimum Length in Feet)
- 55, 40 – Type H Rock Bolts (Minimum Total Length, Minimum Free-Stressing Length)
- 40,25 – Type L Rock Bolts (Minimum Total Length, Minimum Free-Stressing Length)
- ⋯ Scaling and Dressing Locations